AND HERE THEY COME...

REPORT
OF THE
HARNESS RACING TASK FORCE
OF THE
PROVINCE OF NEW BRUNSWICK
DEPARTMENT OF AGRICULTURE

THE HONOURABLE ALAN R. GRAHAM
MINISTER OF AGRICULTURE

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Report of

HARNESS RACING TASK FORCE

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NEW BRUNSWICK

Submitted by:

Harness Racing Task Force
August 25, 1988

ACKNOWLEDGMENT

We thank the Hon. Alan Graham, the Minister of Agriculture for the invitation to participate in this study of the Standardbred Horse Industry in New Brunswick.

We enjoyed and were enriched by our contacts with hosts of people from all parts of New Brunswick who came forward to meet with us at public hearings and privately and who shared their views through the questionnaires. All contributed ideas motivated by a deep concern for the industry and a genuine desire to effect positive change.

We endeavoured to develop recommendations that reflect the wishes of the people, that are feasible now, and that will assure the future of this important industry.

We respectfully submit this report to the Minister for his study and action. Finally we thank the Minister for the opportunity to serve on this Task Force.

JOHN HILDEBRAND, Chairman

BERNARD MURRAY, Secretary

LOUISE PETITPAS

HUGH FITZPATRICK

DOUG MCCARTY

BRIAN MOORE

PETER BREAU

TOM EVERETT

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INTRODUCTION

On June 16, 1988, 56 horses raced in an 8 dash card for a total of $3600 in purse money. The times were fast and the contests were exciting. In the stands some 210 fans paid admissions to enjoy a three hour program of harness racing. They wagered a total of $22,152 of which $6,313 remained with the track as income. Total expenditures to stage that racing card were $7,213. On that occasion Fredericton Raceway lost $900.00. Ten years ago 450 fans paid admission to see a 9 dash card go for a total purse of $2,975. They wagered $18,609. The loss was $263.

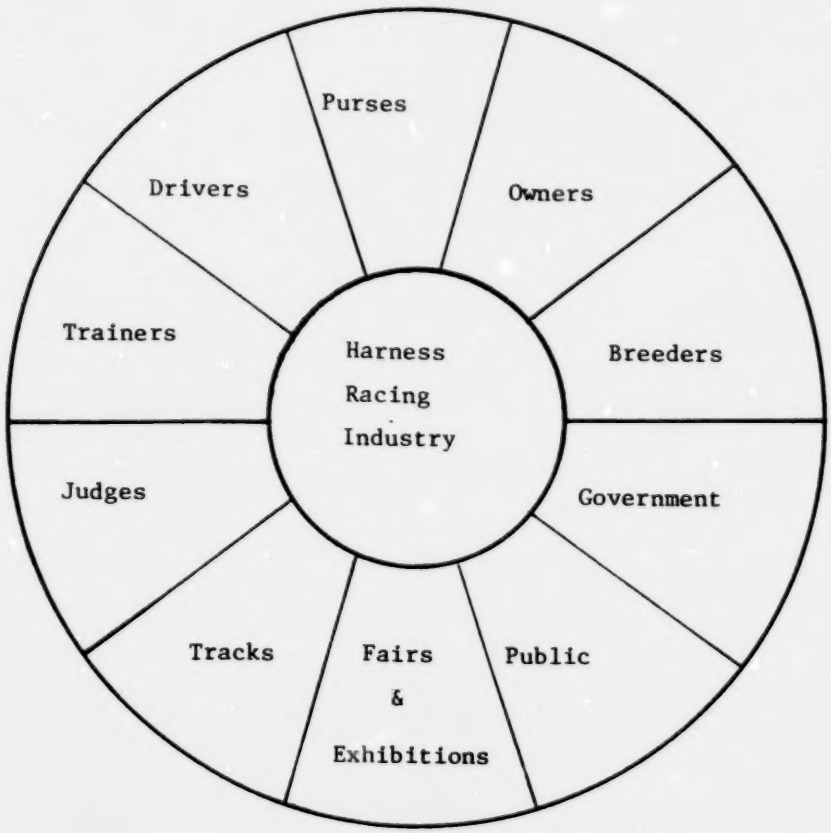
This scenario is repeated some 250 times each year in New Brunswick with tracks at best breaking even and at worst closing their books with net totals in the loss column. Most tracks must rely on private sponsors, exhibition associations, concessions, etc. to continue to operate.

The race fans enjoy a high quality program which is the product of dedicated owners, quality trainers and skillful drivers under the control of a panel of judges and which is created by the tracks through a race secretary. This is the visible product, the exciting performance that has its beginning in the stables of hundreds of breeding farms large and small throughout the Province. In 1987, New Brunswick breeders nominated 143 yearlings to the Atlantic Sire Stakes program alone. It is estimated that some 215 broodmares would be required to produce that total, assuming a 60% conception/live foal rate.

In addition to the above, a number of breeders as "Hobbyists" owns mares and raise foals without nominating them to stake programs. During the 1986-87 year the USTA membership rolls showed some 662 persons from New Brunswick.

It can be concluded that the racing programs enjoyed at New Brunswick race tracks are supported in large part by a widespread breeding industry centered in the farming communities of the Province.

The relationships that exist from the breeder to the owner through the trainers to the racing card; the economic disparities between the cost of bringing a foal to the races and the possible earnings available, constitute the basis for the study by this Task Force. A quick view of these relationships may be seen in the representative circle graph below.



THE TASK FORCE AND TERMS OF REFERENCE

The Task Force is made up of a chairman and six members. Collectively they represent many aspects of the industry including breeding, owning, training and managing. The following persons were named to the Task Force by the Minister of Agriculture, the Honourable Alan Graham:

Peter Breau, Moncton, N.B.
Tom Everett, Woodstock, N.B.
Hugh Fitzpatrick, Saint John, N.B.
John Hildebrand, Birdton, N.B., Chairman
Doug McCarty, Fredericton, N.B.
Brian Moore, Saint John, N.B.
Louise Petitpas, Dieppe, N.B.
Bernard Murray, Dept. of Agriculture, P.O. Box 6000
Fredericton, N.B., Secretary

The Task Force was "to study the horse racing industry of New Brunswick and report ...". The terms of reference for the study are:

1. to receive submissions from all interested groups which have a legitimate stake in the horse racing industry in New Brunswick;

2. to study the current state of the horse racing industry in New Brunswick;

3. to submit a report to the Minister of Agriculture for New Brunswick, containing recommendations for the development and improvement of a self-sustaining horse racing industry in the Province.

Further direction was given in the following guideline:

> "... Groups concerned with the racing industry will be invited to make presentations to the task force, relative to their interest. The horse racing industry is considered in many quarters to represent a significant tourist attraction during the summer months. The Task Force's conclusion should focus on the potential of the racing industry in New Brunswick, the basis for development in the sector and the necessary changes required to facilitate the development of the self-sustaining industry."

THE PROCESS

The Task Force agreed to proceed through the following initiatives:

(a) Reviewing existing reference material;

(b) Scheduling and conducting Public Hearings to hear presentations from groups and individuals concerned with the industry;

(c) Conducting private interviews to solicit information and data;

(d) Soliciting information through questionnaires from 1) race fans, 2) horsepeople (breeders, owners, trainers, drivers).

The process related to a time frame was as follows:

(a) Review of literature and development of the Schedule - April 19-May 25

(b) Public Hearings - June 2-June 14

(c) (i) Development of Questionnaires - April 30-June 15
(ii) Distribution of Questionnaires - June 20-June 30
(iii) Processing and Analyzing Questionnaire data - June 30-July 15

(d) Preparation of final report - July 15-August 30.

Note: The delay in return of the questionnaires and necessary private interviews to substantiate presented views effectively added an extra month to the study time.

THE RESOURCE BASE FOR THE STUDY

(a) Reference Materials

The Task Force wishes to acknowledge receipt of valuable reference materials from: Agriculture Canada; Provinces of P.E.I, Quebec, Ontario and Alberta; State of Maine, U.S.A.; Woods Gordon, Management Consultants; Equine Data Systems Inc.; Maritime Breeders Association; Atlantic Standardbred Breeders Assoc.; Profarm, a joint publication of Agriculture Canada and Department of Agriculture of New Brunswick. For further details please refer to Bibliography.

(b) Written Presentations

The Task Force held public hearings in Saint John, Moncton and Fredericton. A total of 25 papers was presented at these hearings. Copies of these reports are presented as Appendix B. The following persons and/or organizations made presentations:

LIST OF PRESENTATIONS
at PUBLIC HEARINGS

	ORGANIZATIONS	PRESENTED BY:
1.	Personal Brief	Brian Morrell & Donald Dalling
2.	Personal Brief	Wilson Gilmore
3	Personal Brief	Dr. Hugh Baird
4.	Saint John Harness Horsemen's Assoc.	Gerry Lowe
5.	Saint John Exhibition Assoc.	Jim Mason, Milton Downey & Willard Jenkins
6.	Atlantic Post Calls	Doug Harkness
7.	Hub Raceway Inc. and Champlain Raceway	John Maclean
8.	Moncton & District Standardbred Horseowners Assoc.	Donald Canning
9.	Personal Brief	Michael Sullivan
10.	Canadian Trotting Assoc.	Herb Shannon
11.	Atlantic Standardbred Breeders Assoc.	Dr. Don Ling & Jack Ferguson
12.	Personal Brief	Dr. George Irving
13.	Nappan 4-H Club	Jack Walsh
14.	United States Trotting Association	Howie Trainor
15.	Agricultural Society No. 34 & Fredericton Exhibition Ltd.	Brian Embleton
16.	Maritime Breeders Assoc. Ltd.	Ken Starratt
17.	Personal Brief	William Miles, Harold DeCourcey and Tony DeCourcey

18.	Personal Brief	Merritt Scott
19.	Personal Brief	Greg Collins
20.	Fredericton Horsemen's Assoc.	Tom Belmore
21.	Gagetown Harness Racing Assoc.	Thomas Scovil
22.	Personal Brief	James Fearneley
23.	Woodstock Driving Club	Tom Everett & Willard Kitchen
24.	North Shore Trotting Assoc. Inc.	Clayton McCoombs & John McKay, M.L.A.
25.	Personal Brief	Ross Millett

(c) Questionnaires

The Task Force initiated a study of fan and horsemen (women) opinions through questionnaires. Copies of the questionnaires are included as Appendix A.

THE NEW BRUNSWICK SITUATION

New Brunswick has four racetracks that conduct races with pari-mutuel wagering in the 1988 calendar year. They are (1) Exhibition Park Raceway in Saint John, (2) Champlain Raceway in Dieppe, (3) Fredericton Raceway in Fredericton and (4) Woodstock Driving Club, Woodstock.

In addition to these, a new half mile track is being developed near Chatham by the North Shore Trotting Association Inc. to replace a track which operated until 1983 as part of the Miramichi Exhibition. The last pari-mutuel cards were held in Chatham in 1982.

A further training track is located at Buctouche, N.B. where non-wagering events are held from time to time.

Exhibition Park Raceway (EPR) in Saint John is operated by Saint John Exhibition Association. It is an all season track because of its location near the Bay of Fundy and the resulting less severe winter conditions than those in other more inland centres of the Province. EPR conducts a twice weekly racing operation throughout the full year with the exception of a week during the Fredericton Exhibition. EPR also has an inter-track audio and toteboard hook up with Fredericton Raceway for all events at both tracks.

EPR is one of two New Brunswick tracks operating under Canadian Trotting Association jurisdiction and in their presentation to the Task Force have given this membership as one reason for an improved financial situation during the last two years. Table I below shows the wagering figures for the last five years.

TABLE I

Amounts wagered at Exhibition Park Raceway for the period 1983 - 1987 inclusive

YEAR	TOTAL AMT. WAGERED	TOTAL INTER-TRACK	% of INTER-TRACK
		(49-105)	
1983	7,856,178	276,840	3.52
		(86-103)	
1984	6,804,426	427,632	6.28
		(45-81)	
1985	4,284,728	235,059	5.48
		(40-106)	
1986	5,172,314	182,892	3.53
		(105-105)	
1987	5,546,259	591,889	10.67

NOTE: Items in parenthesis show number of total dates that inter-track was in operation.

EPR has been and continues to be a major factor in racing in the Maritimes and the leading facility in New Brunswick. It is located in a city with a long, successful racing tradition and one which continues to give loyal, active support to its racing operations.

Facilities at EPR include very good barns, an aged grand stand that lacks a proper dining facility.

FREDERICTON RACEWAY (FR)

Fredericton Raceway is located near the downtown core of the Capital City and is a part of Fredericton Exhibition Ltd., the holding company of Agricultural Society No. 34. The track is operated by the Fredericton Exhibition for the summer season from mid-May to mid-October and includes some 35 to 40 dates.

It is a Canadian Trotting Association track and operates an inter-track hookup with EPR in Saint John. This is considered one of the fastest half mile track in the Maritimes and is the home of the first sub two minute mile in Atlantic Canada. While the track is in excellent condition, it is limited to racing 6 horses wide. The facilities for race fans are marginal to poor with an open aging grandstand and a small private club area. This severely affects fan attendance in the May-June, September-October ends of the Season.

Fredericton is closed during Old Home Week in Woodstock and during Atlantic National Exhibition Week in Saint John. The wager has declined during recent years with 1987 and to date in '88 showing slight improvements. The overall seasons in recent years have produced loss totals. The exhibition has subsidized racing in Fredericton. Table II shows wagering figures for the last five years (see page 11).

WOODSTOCK DRIVING PARK

Woodstock Driving Park boasts a half mile driving track located in Connell Park, Woodstock. Its facilities include barns in excellent condition and an open grandstand with limited pari-mutuel facilities. The track operates largely as a training track. Pari-mutuel racing is conducted for a limited number of dates during Old Home Week. Woodstock is located in a prime area of harness racing interest and has a rich harness racing tradition.

TABLE II

Amounts wagered at FR for the period 1983 - 1987 inclusive

YEAR	TOTAL AMOUNT WAGERED	TOTAL INTERTRACK	% OF INTERTRACK
1983	1,533,902	(23 out of 40) 224,256	14
1984	1,398,032	(34 out of 40) 273,988	19.6
1985	1,321,917	(27 out of 43) 194,331	14.7
1986	1,061,454	(20 out of 36) 122,239	11.51
1987	1,186,966	(33 out of 33) 276,475	23.29

NOTE: Items in parenthesis show number of total dates that inter-track was in operation.

To summarize, FR offers excellent track and barn facilities but very inadequate fan facilities. It must operate a short season with subsidy support from the Exhibition. Purses are small. It is difficult to keep viable numbers of horses located at the track. Trainers must ship out to large centres to complete schedules for owners.

CHAMPLAIN RACEWAY

Champlain Raceway is the newest track in New Brunswick. It is located in Dieppe on the outskirts of Moncton and is the only five-eights track in the Maritime Region. It races under the aegis of the United States Trotting Association (USTA).

Champlain Raceway is privately owned and boasts top notch facilities for fan accommodation and comfort. It is the only race track facility in New Brunswick operated without support from an exhibition.

The track has operated a full program for the past year with some difficulty due to severe winter weather. The track recently began racing some Sunday events, a first for New Brunswick. Results to date are not conclusive. The success of special features such as the Monctonian with no competition from other tracks indicates that a "Meet Racing" approach with fewer race dates in the area could result in a more viable wager per race card.

Table III below summarizes the wager at Champlain Raceway during the years 1983 - 1987.

TABLE III

TOTAL AMOUNT WAGERED
CHAMPLAIN RACEWAY

YEAR	AMOUNT WAGERED
	$
1983	-Not operating
1984	1,173,544
1985	4,959,920
1986	4,971,999
1987	4,522,381

SUMMARY

New Brunswick Race Tracks operate almost completely independently of one another. There is no Provincial body to govern or regulate the operations. Indeed the industry finds itself split between the USTA and the CTA with a highly polarized group of supporters identified with each organization.

"Innocent" horsepeople are faced with an added impediment when moving from one area of jurisdiction to another.

Any cooperation seems to result from economic necessity (inter-track betting, number of race dates, etc) rather than from a planned strategy for the area. Horsepeople from the breeders to the drivers operate with a dismal outlook for profit and under an almost constant threat of financial failure.

In spite of the large numbers of persons employed at the tracks and in support services to the tracks, tax benefits afforded the "hobby owner" have been left out of the new Federal tax regime. At the Provincial level Standardbred Breeders are still not recognized as "bona fide farmers" with the attending support offered other branches of agriculture.

WAGERING

The harness racing industry relies almost totally on a share of the wagering to support its purse and administrative structures. While stakes programs and sponsors offer significant help to purses, it can be concluded that "as the wager goes, so goes the purses". Since the wager has been declining in recent years, purses have declined or failed to show the increase sufficient to keep up with inflation. Staying even in this scenario means decline. The decline in purses decreases the income to owners most of whom experience losses each year and some of whom drop out each year. Fewer owners shrinks the market for yearlings, the product of breeding farms.

TABLE IV
SUMMARY OF RACING DATES AND AMOUNT WAGERED
1982-1987

YEAR	TRACK	NO.OF DAYS	NO. OF RACES	AMT.WAGERED	GROSS PURSE MONEY
				($)	($)
1982	Fredericton	37	374	1,078,244	203,288
	Saint John	107	1,098	9,357,814	1,104,517
	Woodstock	5	44	110,713	24,000
	Chatham	2	20	59,564	6,250
1983	Fredericton	40	409	1,531,902	229,628
	Saint John	105	1,100	7,856,688	947,850
	Woodstock	8	64	115,300	51,508
1984	Fredericton	40	447	1,398,030	263,629
	Saint John	103	1,096	6,804,426	1,030,840
	Moncton (Dieppe)	24	241	1,173,544	175,818
	Woodstock	4	35	73,716	13,916
1985	Fredericton	44	460	1,348,826	276,742
	Saint John	81	828	4,284,728	611,016
	Moncton (Dieppe)	104	1,059	4,959,920	628,720
	Woodstock	3	26	58,723	12,100
1986	Fredericton	36	371	1,061,454	227,871
	Saint John	106	1,117	5,172,310	942,272
	Moncton (Dieppe)	102	1,100	4,971,999	672,220
	Woodstock	2	20	50,368	11,625
1987	Fredericton	35	342	1,186,966	297,208
	Saint John	106	1,129	5,546,259	813,923
	Moncton (Dieppe)	102	1,067	4,522,381	639,443
	Woodstock	2	18	49,084	11,400

Source: Agriculture Canada, Race Track Division

It would appear that the harness racing industry has failed to gain a larger share of the dollars wagered by the population of N.B. and the Maritimes and that this fact is true of many areas in Canada and the United States.

In the Atlantic Region there has been a remarkable flow of dollars on a still increasing basis into lottery games supported by governments in direct competition with the wagering element of harness racing. A comparison of this growth pattern is summarized in Table V

TABLE V
SALE OF LOTTERY TICKETS vs. WAGER
on HARNESS RACING IN NEW BRUNSWICK

YEAR	LOTTERY TICKETS SALES*	AMT. WAGERED AT TRACKS **
1976	$ 4,543,000	$ 11,674,515
1977	15,819,000	11,735,218
1978	16,071,000	11,596,626
1979	15,081,000	12,085,146
1980	18,401,000	12,348,928
1981	22,747,000	12,345,438
1982	26,750,000	10,606,335
1983	37,853,000	9,503,890
1984	45,540,000	9,449,716
1985	51,086,000	10,652,197
1986	65,772,000	11,256,131
1987	68,841,000	11,304,690

*Sales of Lottery Tickets for Atlantic Lottery Corporation in New Brunswick

**Amount wagered at Harness Racing Tracks in New Brunswick.

It is obvious that the amount of money being wagered in this region has increased dramatically. It is also a fact that the percentage of the population participating has increased. Yet the share of the total wagering in N.B. being attracted by the harness racing industry has gone from about 72%in 1976 to about 14% in 1987.

The short term solution suggested by many is a "pay back" from the lottos to racing. The Task Force sees this as yet another "support price" approach that will not affect the basic change required to win greater public participation in the harness racing sport. It would seem that a number result obtained from a two minute contest of magnificent standardbreds skillfully reined by highly trained professionals should be more attractive than bouncing balls in shining globes.

It is the conclusion of this panel based on the facts that we have and on the opinion we have heard that the share of the wager under the present approach will not change substantially and indeed will probably decline as the patrons who attend regularly become older.

Results of #4 of the public questionnaire show 91% of respondents to be over the age of 31; 72% of respondents are over the age of 41; 50% of respondents are over the age of 51. Almost one third of the total is over age 60. The present racing fan is a middle aged to senior citizen. With over 29% age sixty and over and with 8% under age thirty, it is clear that the young wagerers are not replacing those that retire.

The inevitable result of this trend would be lower income for tracks. Without dramatic change, the industry will continue to decline and will disappear.

HORSEOWNERS

This group of horse people is often referred to as the "forgotten" group in the harness racing equation. It is a mixed group from the individual "hobby horse" owner who raises or purchases a horse, tends and trains it, and perhaps drives it to the multiple horse owner who pays professionals to train and race the stock. Due to the small purses available most of these individuals and groups lose money in most years. Results of this study's questionnaire to Horsepeople indicated that only 18% made a profit. 82% broke even and lost money.

Probably no other sport receives the degree of subsidy from the owners that harness racing enjoys. Any decision that would add additional hardship to this group could deal a death blow to the whole industry.

THE BREEDERS

Many "hobby horse"owners are also breeders with "a broodmare in the shed and a small pasture at hand."

However, the industry has seen the development of significant breeding farms throughout the Province. Some are farm developments along with other industries; others are breeding farms that stand alone. The product of all of these is a foal or foals that will be sold in the market place to owners who will take them to the tracks. Table VI below shows the number of foals nominated for sale at public sales in the Maritimes.

TABLE VI
NUMBER OF FOALS NOMINATED
FOR SALE IN THE MARITIMES

SALE LOCATION	YEAR	PROVINCE CONSIGNED						PROVINCE PURCHASED*					
		N.S.		P.E.I.		N.B.		N.S.		P.E.I.		N.B.	
		No.	Amt. ($)	No.	Amt. ($)	No.	Amt. ($)	No.	Amt. ($)	No.	Amt. ($)	No.	Amt. ($)
Moncton	1986	17	49,800	14	29,550	12	28,200	6	21,200	16	27,550	21	58,800
	1987	31	58,950	28	73,550	27	83,850	18	80,200	27	51,800	41	83,800
Halifax	1986	26	32,350	21	53,650	10	15,600	39	63,550	17	33,100	3	24,000
	1987	14	18,000	13	21,150	10	20,100	23	46,300	11	9,450	3	3,400
Charlottetown	1986	5	6,400	62	139,450	5	8,100	2	2,600	67	139,650	3	11,300
	1987	1	1,300	62	205,400	----------		4	20,100	49	121,900	6	34,300

* Private Sales Not Included

In recent years the "stakes programs" have motivated the breeding industry to upgrade the sires and mares and thus the quality of product. The result has been an improved generation of racing stock and an improved quality of racing at the tracks.

This improved product has also opened the wider markets (Canada & U.S.A.) to New Brunswick. and Maritime bred yearlings. The potential for expansion in these areas with the attending job creation in this branch of farming in New Brunswick is emphasized in almost all of the presentations to the Task Force.

The breeding factor of the industry is one which has shown a positive side and offers tremendous potential for growth in employment and value.

STAKES PROGRAMS

The Province of New Brunswick has supported the Atlantic Sires Stakes Program for a number of years and continues to do so. Indeed the present level of support (1% of the wager) is greater than its share of revenue. All submissions that dealt with this question applaud this support and underline the need to continue this program. See Table VIII below

NEW BRUNSWICK CONTRIBUTION TO
ATLANTIC SIRES STAKES
1984-88 INCLUSIVE

YEAR	AMT. PAID	RATE % OF PARI-MUTUEL EARNINGS
1984	47,519	.5%
1985	47,248	.5%
1986	53,276	.5%
1987	56,280	.5%
1988	113,046	1%

THE EMPLOYMENT FACTOR

The harness racing industry is a labor intensive one. The breeding, raising, training, driving of horses requires a host of manual tasks and skills. These cover a wide range of expertise and training from the groom that cares for the animals stable needs to the medical specialist, the Doctor of Veterinary Medicine.

The support services required range from the crops of farms, (grain, hay, etc.) the processors of horse feeds, the harness and tack shops, farrier equipment, motor vehicles, facility construction and maintenance.

It is estimated that some two thousand persons in the three major track areas are directly or indirectly impacted. For many of these people harness racing is not just a sport; "it is their financial lifeline".

A healthy harness racing industry has the potential to create employment in comparable to those of a mega-project.

INTEGRITY

"..... the public has the right to expect reasonable effort whenever a horse faces the gate". This line from an article in Hoof Beats of May 1988 written by Jerry Connors. He defines the word integrity as "completeness or purity". The Websters dictionary defines the term as completeness, or honesty.

Whatever definition is used, the public has concluded in large numbers that there appears to be something wrong in racing.

Occasionally something "bad" happens. Those involved are fined, suspended or otherwise punished. Fans hear the first part of the story but rarely, the ending.

The harness horse industry must build a pride from the inside out from individual to individual so that honest effort is always assured. Training trips should not be part of a pari-mutuel race. On race day they all go for real. The "hobby horse" owner has been the strength of the industry in its traditional years. The "family" work to get the horse to the track was for the love of the sport and assured an honest trip. This spirit must become the mode. Any other approach is dishonest and must be dealt with decisively.

Integrity cannot be legislated per se it must grow in all who participate. Those who would compromise it in any way must be eliminated from participation.

SUMMARY

While this analysis is by no means complete, it gives an emerging picture of an industry floundering. Some of the key areas are in decline and will continue to decline. Some aspects show promise of rejuvenation and re-creation.

The Task Force has been given data which identifies the problems and points the way to a definition of solutions.

The following chapters describe the plan for change that represents the synthesis of the research and the input of hundreds of New Brunswickers.

A MESSAGE FROM THE GRASSROOTS

GENERAL PUBLIC QUESTIONNAIRE

AN ANALYSIS OF THE RESPONSES

INTRODUCTION

The contents of this section of the report are drawn from questionnaires completed by patrons at the three major race tracks in New Brunswick: Exhibition Park Raceway, Saint John; Fredericton Raceway, Fredericton; and Champlain Raceway, Moncton.

The information gathered by the questionnaire allowed the Task Force to formulate a practical response to the problems facing the Harness Racing Industry. The questionnaire was designed to determine the extent of the problems foreseen by the racing fans who visited the three above tracks.

The survey indicates that 51 to 55% of all respondents attend racing events almost every racing day. It should be noted that Saint John and Moncton tracks race all year and many fans in Fredericton attend the inter-track racing link with Saint John. It is safe to say 3% attend at least once a month, 83% attend once a week or more and 97% attend once a month or more. (See Table 1.1)

Fredericton operates live racing only during the Spring, Summer and Fall seasons. It does not race year round. (Table 1.2)

Table 1.1

How frequently have you attended races in the last twelve months?

	Sample	%
Less than once a month	6	2
Once a month	2	.008
2-3 times a month	29	12
Once a week	28	12
2-3 times a week	46	20
Almost every racing day	118	51

Table 1.2

In a calendar day do you go to the races most frequently in

	Sample	%
Spring	26	9
Summer	75	26
Fall	19	6
Winter	4	1
Year Long	154	55

Interestingly, 91% of those answering the survey fell in the 31 and over age category (Table 1.3). Saint John and Fredericton especially had high numbers in this area. In the 16 to 30 age group, 10% attended in Fredericton, 15% in Moncton and 6% in Saint John. In trying to determine why the smaller percentage, two other factors should be considered (Table 1.4 and 1.5). Members of this age group, 16 to 30, are not coming and are spending less because of a limited opportunity to purchase refreshments as confirmed in Table 1.4 where spending amounts of $10.00 and less accounted from 72 to 80% of all respondents. It should be noted that although Moncton and Saint John have fair to good facilities, the spending remains low.

Table 1.3

What is your age?

	Sample	%
16-20	2	1
21-30	17	7
31-40	41	17
41-50	52	22
51-60	49	21
over 60	67	29

Sex?

	Sample	%
Male	125	75
Female	42	25

Table 1.4

How much money, if any, did you last spend at the track for items such as programs, snacks and beverages?

	Sample	%
1 - 5	106	49
6 - 10	63	29
11- 15	12	5
16- 20	21	9
21- 25	4	1
over 25	9	4

Table 1.5

Which of the following would encourage your attendance at the local track?

	Sample	%
Better Facilities	84	32
Better Concessions	27	10
Better Class of Horses	110	41
Other	41	15

The possibility that race tracks have to compete against other commercial sporting events for attendance is quite evident by the number of replies returned. (230). A potential effect on attendance could be attributed to the great number of race dates which would spread the horse population to a point that the quality of racing would be reduced enough to have an effect on attendance. (Table 1.5)

It seems likely that racing patrons want better facilities at two of the three major racing tracks. The survey indicated that Fredericton fans recorded 49% in favour of better facilities while in Saint John 36% wanted some form of improvement (Table 1.5)

From the above table a better class of horses was of the most importance in all three centers. Fredericton fans favored this by 42%, Saint John by 45% and Moncton by 68%. 15% of the replies indicated other factors, such as a more consistent effort by drivers and competent officiating (Table 1.6) would encourage their attendance. In Saint John, 59% supported the above view. Interestingly to note that the judges from Fredericton, who seem to be doing an adequate job there, are not in Saint John (judges from Fredericton are now rotating and working at Exhibition Park). The negative response may be due to past judging performances.

Table 1.6

Is the quality of judging at New Brunswick tracks, in your opinion, competent, fair and consistent?

	Sample	%
Yes	85	43
No	110	57

Promotion of the sport of harness racing is a vital aspect and increasing public awareness is of utmost importance. Through this awareness, hopefully the attendance at tracks will increase. The promotion of the sport should help to increase attendance, develop a greater amount of wager which in turn will affect both purses offered and a better quality of racing.

Radio and newspaper coverage of racing information was indicated by 81% of the replies as being the most popular form with the newspaper ranking 50% (Table 1.7). A possible reason for high coverage is that the newspaper prints the starters for each racing program and patrons can see which horses are going to start on a particular race day.

As mentioned previously, promotion to stimulate interest in the sport is needed in order to market our product to encourage new fans and owners. 91% of the respondents favored the Department of Tourism helping to promote harness racing (Table 1.8)

Information about the many aspects of harness racing is available through many publications; The Atlantic Post Calls, Trot and Hoofbeats. A little less than half of all respondents have availability to these publications (Table 1.9)

Table 1.7

From which media source do you receive information?

	Sample	%
Radio	90	31
Newspaper	146	50
Television	35	12
Others	16	5

Table 1.8

Do you think the Department of Tourism should be more involved in harness racing?

	Sample	%
Yes	179	91
No	18	9

Table 1.9

Do you subscribe to any harness racing magazines or newspapers?

	Sample	%
Yes	93	46
No	107	54

Simulcasting can take several forms. In order to evaluate the potential for simulcasting as an alternative to racing dates, 35% of the general public and 27% of the horsemen surveyed favored simulcasting some form of races to out of local tracks not operating a live meet at that time (Table 1.10 and Table 2.17)

Inter-track wagering is now being conducted between Fredericton and Saint John. The result has been that both tracks have experienced increases in total handle without having to compete head-to-head to accomplish this.

Table 1.10

If there was a reduction in the number of live meets where you attend races, would you:

a) __ favour simulcasting races to out of local tracks not operating a live meet at that time.
b) __ favour simulcasting races from out of local tracks that were operating a live meet.
c) __ favour simulcasting from N.B. tracks to other N.B. tracks that were not operating a live meet at the time.
d) __ favour simulcasting from N.B. tracks to other N.B. tracks that were operating a live meet at the time.
e) __ favour simulcasting from N.B. tracks to so called betting theatres in N.B.

	GENERAL PUBLIC	HORSEMEN
a)	35%	27%
b)	21%	15%
c)	16%	30%
d)	16%	17%
e)	11%	11%

simulcasting appears to be a part of the racing environment in many of the provinces. Many of the racing magazines proclaim simulcasting to be the shot in arm needed by many tracks.

Several submissions presented to the Task Force at the public hearings dealt with the different types of wagering and the effects of these on the industry. The main controversy is triactor wagering. The P.E.I. Task Force has recommended that triactor betting be phased down so that no more than three triactors per card would be permitted during the 1988 racing season.

Many of the submissions thought that triactors should be reduced and replaced by the win, place, show betting and the more common features as daily doubles, quinellas and exactors. The general public, however, favors the triactor type of wager almost doubling the percentage of its nearest competitor. (Table 1.11)

A recent race day at Fredericton Raceway shows that on a 10 dash card 8 triactors were held. When comparing these with the win wagering, the triactors bet was $18,620.00 compared to the win total on 10 races of $7486.00. The commission for the tracks from the triactor was $5540.74 while the win pool produced a commission of $1781.56. It is quite obvious from these totals that triactor wagering is important to New Brunswick racing.

Table 1.11

Rate your most frequent wager (Use #1 as your first choice)

Note: the following denotes a first choice or those with more than one checked.

	Sample	%
Win	68	20
Place	25	7
Show	16	5
Triactor	156	47
Quinella	47	13
Exactor	22	16

Note: the following denotes a first choice or those with only one checked

	Sample	%
Win	11	18
Place	4	6
Show	3	5
Triactor	35	58
Quinella	7	12
Exactor	0	0

HORSEMEN'S QUESTIONNAIRE
AN ANALYSIS OF THE RESPONSES

INTRODUCTION

The contents of this report were drawn from an analysis of a questionnaire completed by 44 New Brunswick horsemen from Fredericton, Saint John, Moncton and Woodstock.

The survey was designed to cover a number of different subjects the Task Force considered to be important or have an effect on the racing industry in New Brunswick.

a) The type and size of the horsemen's race-related enterprises.

The ownership of horses racing in New Brunswick could be considered to be of the "hobby" or "pleasure" type. This is concluded by seeing that 87% of the respondents own race horses (Table 2.1) with at least 62% owning 1 or 2 horses. Helping to verify this point, it should be noted that 71% have some other principal source of income (Table 2.2)

Table 2.1

Do you own any race horses?

87% Yes 13% No

How many race horse(s) do you currently own?

62% with 1 or 2 horses
28% with 3 or 4 horses
5% with 5 horses
5% with more than 5

Table 2.2

Is racing your principal source of Income?

29% Yes 71% No

The survey indicates that 87% of New Brunswick's horsemen range between the ages of 26 to 65 years (Table 2.3). It has, on the average, been a family related activity with race-related enterprises being carried on between 5 to 45 years by 78% of the participants (Table 2.4).

The data also shows that approximately one-half of the participants are fairly new to the industry as they as they have been involved fifteen years or less (Table 2.5)

Table 2.3

What is your age?

4%	less than 25 years
27%	26-35 years
22%	36-45 years
20%	46-55 years
18%	56-65 years
9%	more than 65 years

Table 2.4

For how many years have you, or your family, been engaged in race-related enterprises in New Brunswick?

16%	less than 5 years
25%	5-15 years
23%	16-25 years
16%	26-35 years
14%	36-45 years
6%	more than 45 years

Table 2.5

For how many years have you, personally, been engaged in race-related enterprises in New Brunswick?

18%	less than 5 years
29%	5-15 years
36%	16-25 years
13%	26-35 years
4%	more than 35 years

Most respondents, 82%, expect to be still engaged in race-related activities 5 years from now. It could be concluded that the 18% who will not have attributed their departure on what they see as problem areas. (Table 2.6)

Table 2.6

Do you expect to still be engaged in race-related enterprises in New Brunswick five years from now?

82% Yes 18% No

Most of those involved with owning horses train their racing stock (Table 2.7)

Table 2.7

Do you train any race horses?

77% Yes 23% No

How many race horse(s) are in your care at the current time?

38%	with 1 or 2 horses
18%	with 3 or 4
17%	with 5 or 6
9%	with 7 or 8
9%	with 9 or 10 horses
9%	with more than 10 horses

The survey indicates that 29% of those answering rely upon the owning and/or training of horses as their principal source of income (Table 2.2) with 27% having 7 or more horses under their care at this time (Table 2.7)

Approximately one half of the respondents indicated that they drive their own horses as well as other owners horses (Table 2.8) and this helps to establish the fact that although many train their own race horses, driving is left in the hands of those more capable.

Table 2.8

Do you drive any race horse?

42% Yes 58% No

Do the race horses you drive

37% belong to you?
10% belong to someone else?
53% do you drive both your own horses and other owners' horses?

b) The horsemen's attitude toward the worst things about the industry.

It may be difficult to assess just what is the most outstanding factor that horsemen feel is the worst problem facing New Brunswick racing. It is a fact that low purses leads the way. (Table 2.9)

Table 2.9

What is the single most important problem facing New Brunswick's harness racing industry today?

30%	low purses
14%	poor promotion and management
9%	not enough horses
9%	claiming races
7%	lack of credibility of racing officials
7%	lack of single regulating body or association in province
7%	declining attendance and poor image of sport
5%	at present poor investment for the little guy
12%	other

In your opinion, what is the solution, if any, to that problem?

21%	better promotion and industry image
19%	establishment of a racing commission
14%	government help
12%	reduce racing dates and locations
10%	improve value and structure of purses
10%	improve track management and officiating
5%	circuit racing
9%	other

Low purse structures have an effect on almost all aspects of the industry. This bears true as a number of the survey's questions indicate that a great many of the horsemen did not make a profit from their race-related enterprises. (Table 2.10) The purse structure is also causing many horsemen to race outside of New Brunswick as 95% of them race less than half the time somewhere else. (Table 2.11). The single reason why this is so is because of higher purses. (Table 2.12)

Table 2.10

Do you make a profit from your racing related enterprises (owning, training, racing, breeding) in 1987?

18%	Yes	82%	No

Table 2.11

Do you race outside of New Brunswick?

5% most of the time
0% about half the time
66% less than half the time
29% not at all

Table 2.12

What is the most important reason why you race outside New Brunswick?

48% higher purses
35% stake races
9% more starts
4% special events
4% vacation

Can race-related enterprises be made better for the average horsemen? They think so! Again the purse structure becomes a major issue as 36% feel this way. (Table 2.13) However, another important problem evolves - promotion. Most feel that better promotion of the industry may be the shot in the arm needed to bring the industry back to its previous heyday (Table 2.9). The patrons who attend the races also feel this way as 91% agree that better promotion of the sport would be beneficial.

Table 2.13

What could be done to make racing in New Brunswick better for you?

36% better purses
10% improve plant for horsemen and patrons
9% decrease number of racing dates
7% improve honesty and quality of judging
6% improve classification
6% establishment of racing commission
6% promotion of N.B. breed stock (extra money, colt stakes)
4% improved track management
4% government support (tax breaks, maintain vet services,etc)
3% increase number of racing dates
5% other

The results as shown in the tables point out other problem areas but not to the extent as prominent as purses and promotion. Since horsemen's race-related income comes from their horses ability to win purses, then it is not surprising to see a greater desire for higher purses.

Quality race programs make money for the racetracks but in order to offer these quality programs, higher purses must be offered, to attract the better qualified horses.

c) The effect of concurrent (head-to-head) racing on the New Brunswick racing environment

New Brunswick horsemen now face a dilemma, that being, too many racing dates within the province. The Federal Department of Agriculture has stipulated that the tracks must reduce their racing dates. This may cause some hardships on horsemen as some areas will now be forced to reduce their number of race dates and thus cause a movement of horses within the province.

Most (82%) of the New Brunswick horsemen surveyed expect to be in the industry five years from now. The horsemen (90%) feel that head-to-head racing involved any two of the major tracks will hurt the industry as a whole. (Table 2.14). The data indicates that there is at present a shortage of horses within the Province, thus the prospect of not being able to produce top quality race programs. The previous mentioned fact also applies to those tracks that could be considered as fair tracks (Woodstock and Chatham) as 76% did not attend the racing meet with 63% attributing insufficient horses, cost of travel and low purses as their reason. (Table 2.15).

Table 2.14

Do you feel that concurrent racing dates (head-to-head) at any two of New Brunswick's major tracks would help or hurt the harness racing industry as a whole?

10% Help 90% Hurt

Why do you feel that way? - (Help)

67% too many horses
33% get more people involved

Why do you feel that way? - (Hurt)

43% shortage of horses
37% not enough available fans
7% would destroy much needed spirit of cooperation
5% don't travel
8% other

Table 2.15

During 1987, meets held by the major tracks overlapped some of the racing dates at fairs (example Woodstock and Chatham). Did you race at either of these fair tracks?

If not, why

36% haven't sufficient or available horses
27% cost of travel and low purses
14% went to U.S.
9% don't travel
9% prior commitments
5% not interested

The possible alternative to the head-to-head dilemma is circuit racing in which one major track would be granted exclusive racing dates and other tracks would remain closed during this period of time. The majority (71%) of those surveyed favour circuit racing (Table 2.16).

Table 2.16

Are you in favour of circuit racing?

71% Yes 29% No

As indicated in a previous discussion of Table 15, many thought that the availability of fans would hinder concurrent racing dates.

To help overcome the horsemen's fear of the lack of fan support, simulcasting (inter-track with audio, video, and wagering) may provide the alternative. Inter-track simulcasting has had substantial success in New Brunswick (Saint John and Fredericton). The result has been that both tracks have experienced increases in their total handle without having to run head-to-head. Most horsemen favour some sort of simulcasting in New Brunswick (Table 2.17). 57% favoured simulcasting races from local tracks to other tracks not operating a live meet at that time.

Table 2.17

If there was a reduction in the number of live meets where you attend races, would you:

27% favour simulcasting races to out of local tracks not operating at live meet time.
15% favour simulcasting races from out of local tracks that were operating a live meet.
30% favour simulcasting from N.B. tracks to other N.B. tracks that were not operating a live meet at the time.
17% favour simulcasting from N.B. tracks to other N.B. tracks that were operating a live meet at the time.
11% favour simulcasting from N.B. tracks to so called betting theatres in N.B.

Simulcasting appears destined to be part of the racing environment. The potential of simulcasting may be the saviour to our racing industry. It is an expensive operation and will be successful only if there is support from the racing fans and a willingness of management to cooperate.

d) The Horsemen's attitude towards changes that will help the industry.

A number of items previously covered, if changed, will improve the industry. A need for better purses (Table 2.13), greater promotional campaign (Table 2.9), and circuit racing (Table 2.16) are among the major issues. Many feel that the one most important change is to have one association for New Brunswick, that is, belonging to either the United States Trotting Association or the Canada Trotting Association.

Table 2.18

What is the single most important change, that should be made to the laws and rules that govern New Brunswick harness racing?

31% one association for N.B.
23% stricter rule enforcement
8% circuit racing
8% use USTA only
8% government (Lotto money, no sales tax, pari-mutuel take-out)
5% better judging
3% higher purses
3% better classifying
3% more tracks
2% allow Bute and Lasix
2% year round tourist promotion
2% appoint Maritime Racing Commission
2% much harsher penalty for lack of effort

A support for a racing commission is favored very strongly by 93% of the horsemen. (Table 2.19). New Brunswick is one of the few provinces remaining in Canada that does not have a racing commission. This issue was raised by many of those presenting briefs before the Task Force and will no doubt be a recommendation presented from this paper.

Table 2.19

Do you favour a racing commission for New Brunswick?

93% Yes 7% No

Interestingly enough, many horsemen have ideas for improvement which correspond to those presented by the general public as to which will enhance the growth of harness racing.

Poor facilities and the lack of horses rank as two reasons for a revenue loss at our commercial tracks.

The profits in the industry are not great and to some the losses may be more than they can bear. However, the industry remains viable and any changes for the betterment of racing should have a lasting effect on those involved.

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1.

NEW BRUNSWICK RACING COMMISSION

Definition of Issue:

A Provincial Racing Commission is a body established by an act of the Legislature of a Province to govern, direct, control, and regulate harness racing within that province.

Its responsibilities would include but would not be restricted to the following:

1) regulating by law the operations of race tracks in the Province.
2) holding hearings where necessary and taking evidence under oath.
3) enforcing rules and regulations under a Provincial Act.
4) licensing persons involved in racing, eg. race secretaries, owners, trainers, drivers etc.
5) licensing and employment of judges.
6) hearing appeals of decisions of judges.
7) promoting the industry.
8) developing a racing schedule in cooperation with the race tracks of the Province, the region and Agriculture Canada.
9) cooperating fully with other racing commissions in the region to assure accomplishment of a regional development objective.
10) regulation of the type of wagering features offered in the Province.

Rationale

Twenty three of the twenty-six presentations made to the Task Force supported the formation of a Racing Commission for New

Brunswick. While some references were made to the Maritime Region, there was no doubt that most presenters advocated that New Brunswick get its house in order as a first step.

The reasons for this position ranged from the need for a regulatory agency through strict enforcement of rules, solving jurisdictional questions, assuring integrity for horsemen and the public, promoting the industry, supporting expansion where appropriate, to development of other wagering modes to increase income and interest in the sport.

The Task Force believes that this is the most important issue raised in the study and that any plan of action for the harness racing industry must begin with the establishment of this body. A sample Racing Commission Act is on file.

RECOMMENDATION

IT IS RECOMMENDED THAT A NEW BRUNSWICK RACING COMMISSION BE ESTABLISHED.

1.1

MARITIME RACING

Definition of Issue:

Harness Racing in New Brunswick must operate as part of a Regional network involving the other Maritime Provinces.

Rationale

That harness racing in New Brunswick is part of a Maritime grid is underlined in a number of existing patterns as follows.

a) free for all events comprised of horses from the region that race in all provinces.
b) stakes programs that are based Maritime wide and that travel throughout the region.
c) rotating of officials.
d) developing interlocking schedules.
e) exposing a wider range of breeding options.
f) need for a larger area to support special training facilities and/or course offerings eg. farrier's school.

It would appear that it is absolutely necessary to continue and expand cooperation in the region.

RECOMMENDATION

IT IS RECOMMENDED THAT A MECHANISM BE ESTABLISHED PREFERABLY UNDER THE COUNCIL OF MARITIME PREMIERS TO ENSURE THE FULLEST COOPERATION WITH NEW BRUNSWICK RACING COMMISSION AND OTHER PROVINCIAL RACING COMMISSIONS.

1.2

REDUCTION OF RACING DATES AND MEET RACING

Definition of Issues:

The number of racing dates should be reduced from the present 250 to no more than 200. The practice of closing some tracks to permit the full focus of horses and fans to be concentrated at another track - the Meet Racing concept - should be employed as a way of preventing over exposure.

Rationale

About one third of the presentations suggested that the present number of race dates is too large for the market in New Brunswick.

It results in lower wagers with inevitable lower purses. The number of horses is over taxed to fill the classes leaving a large number of five and six horse dashes. Fans overwhelmingly favor full fields.

The wagering core can still participate through inter-track systems.

Several events in recent years bear out this philosophy. eg. Monctonian 1988. With a minimum of promotion this event produced a great racing show for New Brunswick providing wagering income at a record level. A repeat of this scene could take place in each of the other centres.

RECOMMENDATION

IT IS RECOMMENDED THAT THE NUMBER OF RACING DATES IN NEW BRUNSWICK BE REDUCED AND THAT A "MEET RACING" APPROACH BE ACCOMMODATED IN THE SCHEDULE. THE FINAL SCHEDULE SHALL BE THE RESPONSIBILITY OF THE NBRC IN CONSULTATION WITH THE RACE TRACKS OF NEW BRUNSWICK AND RACING AUTHORITIES IN PRINCE EDWARD ISLAND AND NOVA SCOTIA.

1.3

EXOTIC WAGERING FEATURES

Definition of Issue:

The best example of an "Exotic Wagering Feature" in use in the Maritimes is the triactor. In this feature a person must select the first three finishers in the exact order of finishing.

The odds of winning in this game are much longer than in the win, place, or show. Thus there are fewer winners and more losers in this feature. It is advanced that the winner may take his "big winnings" and go home while the loser has less funds with which to participate.

Rationale

Race tracks want the patrons to wager as much as possible on each race. This is how they earn a commission. The objective is to have the fan win and re-invest the winnings. In the win, place, show wagering there are more winners; thus, there is more re-investment; thus, the track earns more income. However the tracks commission on features is greater than that of win, place and show.

In the triactor wager, there are fewer winners, thus, a smaller re-investment; thus the track usually earns less income.

Maritime tracks presently offer a large number of triactors in response to pressures from the public who want to win the big one. Charlottetown has limited the number of triactors and has seen an increase in the overall wager. It would appear that tracks are reluctant to incur the wrath of the fans or as Doug Harkness, editor of Atlantic Post Calls suggests ".... stand the short-term pain for the long term gain".

Some presenters suggest that new fans are more attracted by the better odds of win, place, and show but are intimidated by the triactor boosters; thus they don't wager at all.

RECOMMENDATION

IT IS RECOMMENDED THAT THE NEW BRUNSWICK RACING COMMISSION STRONGLY ENCOURAGE THE REDUCTION OF THE NUMBER OF "EXOTIC WAGERING FEATURES" (DOES NOT INCLUDE WIN, PLACE, SHOW, QUINELLA, EXACTOR, DAILY DOUBLE) AND THAT TRIACTORS BE LIMITED TO FULL FIELDS OF HIGH CALIBRE CLASS HORSES.

1.4

INTER-TRACK BETTING

Definition and Rationale

The necessity to attract wagering from the public who do not attend the live races has introduced procedures such as: inter-track betting with audio only; inter-track betting with audio and video, separate pool betting; simulcasting; and teletheatre betting.

For purposes of this paper they are defined as follows:

a) inter-track betting with audio only - This is a direct live hookup between two or more tracks to permit patrons to wager on live races at a host track. This is presently in place between Fredericton and Saint John for all events at both tracks.

b) inter-track betting with audio and video - This would simply add the video to the situation defined in a) above.

c) separate pool betting - This involves the importation of a live signal (both audi and video) to a track of an event being held at a remote location and to permit local patrons to wager as a pool separate from that of the transmitting track. This has been carried out at Saint John on a trial basis.

d) simulcasting - In Canada this is defined as the broadcasting of a race live to an off track location purely for viewing purposes with no wagering allowed.

e) teletheatre betting - This refers to the proposed practice of a host track sending a live audio & video signal to an off track licensed facility where wagering would be permitted. At this writing a bill to permit this practice is before the House of Commons in Ottawa (Bill C-133)

Many of the presentations to this Task Force referred to implementation of some means to expand the access of the public to the wagering process at off track or not host track locations.

This was offered as a means to increase the total wager and to keep interest high during non racing dates and down seasons.

RECOMMENDATION

IT IS RECOMMENDED THAT INTER-TRACK BETTING WITH AUDIO AND VIDEO, SEPARATE POOL BETTING, SIMULCASTING AND TELETHEATRE BETTING BE CONTINUED OR IMPLEMENTED AS SOON AS LEGISLATION AND/OR OTHER CONDITIONS PERMIT.

1.5

JURISDICTION - CTA vs USTA

Definition of Issue

Moncton area horsemen and Champlain Raceway continue to operate as members of the United States Trotting Association. Horsemen in Saint John and Fredericton and the Raceways in those centres operate under Canadian Trotting Association. The resulting duplication and lack of reciprocity is some cases present hardships to everyone in this rather small area.

Rationale

At present two tracks, Saint John and Fredericton, operate under the CTA. Champlain Raceway operates under the USTA. The free movement of horses is restricted while those who must move are required to have memberships in both organizations. This poses severe hardships on any horsemen.

It would appear that most presenters want this issue settled once and for all. It is suggested that a registry of those eligible to vote be established and a plebiscite carried out by secret ballot to determine a result that would be binding on the whole Province.

RECOMMENDATION

IT IS RECOMMENDED THAT THE QUESTION OF JURISDICTION (CTA vs USTA) IN NEW BRUNSWICK BE REFERRED TO THE PROPOSED N.B. RACING COMMISSION FOR RESOLUTION.

1.6

CLAIMERS

Definition of Issue:

The claiming race is a method by which the owner can establish a value for and classify his own horse. In a claiming race a value is placed on the horse by the owner and it competes against horses of similar worth. An owner risks losing his horse to someone who is willing to deposit the quoted price of the horse with the race secretary prior to that dash.

Rationale

Many horses at N.B. tracks are owned by hobby horse owners. Results of our questionnaire shows that 87% of the horsemen surveyed own race horses with 62% owning one or two horses. See Table II-I below.

TABLE II-I

No. of HORSES OWNED BY INDIVIDUAL OWNERS

No. of Horses Owned	Percentage of Sample
1 - 2	62%
3 - 4	28%
5	5%
6 or more	5%

The hobby horse owner may be very reluctant to place a "pet" in a claiming situation. It has been suggested that an allowance of 25% be added to N.B. bred and/or owned horses placed in claiming classes.

It is obvious that claiming races pose a problem to the hobby horse owner as 9% of all horsemen surveyed stated that claimers are the single most important problem facing the industry today.

One problem that will emerge is that some owners will classify their horse in an event in which that horse will "lay over the field". This is an invitation for that horse to be claimed. After this horse is claimed, it is usually placed in a higher class claimer.

RECOMMENDATION

IT IS RECOMMENDED THAT THE NUMBER OF CLAIMERS BE KEPT TO A MINIMUM AND THAT "NEW BRUNSWICK BREEDS" BE GIVEN A 25% ALLOWANCE.

2.

STANDARDBRED BREEDERS AS FARMERS

Definition of Issue:

Standardbred Breeders who operate breeding farms do not qualify for the support and benefits extended to other livestock producers in New Brunswick. It is submitted that most criteria that define a "livestock farmer" apply to Standardbred Breeders from the development of farm land to the sale of yearlings for profit.

Rationale

"The main objective of my farming operation is to raise quality standardbred horses and sell them as yearlings for a profit" James Fearneley's brief to the Task Force. Mr. Fearneley states an objective that applies to a substantial number of farm operations in N.B. He and others define a set of procedures that should be basic to any legitimate farm livestock operation.

This process involves the development of substantial acreages of farm land suitable for supporting livestock (draining, fencing, fertilizing); building and maintaining facilities for housing horses (boxstalls, feeding & watering services, paddocks, hay & bedding & grain storage areas, foaling pens, etc); acquisition of quality mares as breeding stock; booking to proven sires; raising foals to yearling status; marketing these animals.

This is a typical farm scenario. This is a farm business. Presenters to this Task Force contend that Standardbred farms qualify for the support and the benefits accorded livestock producers, tobacco growers, horticulturalists and Christmas Tree growers.

While the horse racing industry provides the New Brunswick market for yearlings, substantial numbers of yearlings are sold in neighbouring provinces of Canada and to markets in the United States.

Advocates of this farm enterprise contend that it is as legitimate to sell a yearling standardbred horse in New York as a hereford steer in Bangor. Both are bona fide products of bona fide farm operations and deserve equal status from agriculture New Brunswick. Recognition of Standardbred Breeding Farms as livestock farms would qualify them for appropriate agriculture programs of both Federal and Provincial Governments.

This Task Force recognizes the existence of a number of excellent breeding farms and the potential for growth in this branch of farming with a resulting increase in economic benefits to the whole economy and especially in the provision of much needed job opportunities.

RECOMMENDATION

IT IS RECOMMENDED THAT THE BREEDERS OF STANDARDBRED HORSES BE GIVEN RECOGNITION AS BONA FIDE FARMERS AND BE ELIGIBLE FOR ALL SERVICES AND ALL BENEFITS EXTENDED TO FARMERS. THIS SUPPORT SHOULD INCLUDE PROGRAMS AND SERVICES DESCRIBED IN "PROFARM" PUBLISHED UNDER AFA 1987 WITH CURRENT AMENDMENTS.

2.1

THE DEPARTMENT OF AGRICULTURE & THE STANDARDBRED INDUSTRY

Definition of the Issue

Since some aspects of the Standardbred Industry could relate to Government Departments other than agriculture, eg. promotion; to tourism, a review of this question was indicated.

Rationale

The harness racing industry has several fairly distinct parts from breeding through marketing, training, racing as a sport, to pari-mutuel wagering - the operation of a raceway. There is little doubt that the breeding aspect of the industry lies firmly within the aegis of the Dept. of Agriculture - it takes place on livestock farms.

The other facets of the industry are not as clearly placed. In Ontario the Racing Commission reports to the Department of Consumer and Commercial Relations. In Maine, the Commissioner of Agriculture gives the oversight to the industry.

Some presentations to this Task Force suggested that it would be appropriate to report to Tourism.

Race fans see the industry at the track - a sporting event - and therefore strongly favour the Department of Tourism.

Race track operators see the industry as a business and generally look to Departments that have economic growth as an objective .

While each phase of the industry may point to a different branch of government, the Task Force feels strongly that it must be unified and should remain where its roots are in Agriculture.

The long tradition that has kept harness racing as part of agricultural fairs in New Brunswick (all but one track) is a further agricultural connection. Yet racing is a sport and as such has a real stake in Tourism. Some of Harness Racing's stars are enshrined in the New Brunswick Sports Hall of Fame. (Department of Tourism)

RECOMMENDATION

THAT THE ADMINISTRATION OF THE STANDARDBRED HORSE INDUSTRY REMAIN WITHIN THE DEPT. OF AGRICULTURE AND THAT A SPECIAL LIAISON BE ESTABLISHED WITH THE DEPARTMENT OF TOURISM FOR THE MARKETING AND PROMOTION OF THE SPORT.

2.2

VETERINARY SERVICES

Definition of the Issue

Farmers who breed horses have the same need for veterinary services as other livestock producers. Horse owners submit that any policy that separates their livestock from other animals to implement a higher rate structure is unfair.

Rationale

Presenters to the Task Force made almost unanimous requests that the proposed fee structure for Veterinary Services be reviewed to provide services to all sectors of the agriculture industry on a fair and equitable basis. Many standardbred breeders are bona fide livestock producers and should have access to the same fee structure as they counterparts in other disciplines.

The Standardbred Horsemen argue that two of the objectives of the revised policy 1) "..... to maintain, improve the level of veterinary services provided while at the same time keep costs to clients comparable with those in the other Atlantic Provinces" and 2) "..... and insure the provision of quality veterinary care to all producers at a reasonable cost" were not followed in dealing with the equine segment.

The Task Force is well aware of the need to be efficient. The presence of overdue accounts that have not been collected is a management problem. Horse people insist that their members should pay their accounts. People who do not pay should not be served. Treat everyone in a fair manner.

It is perceived to be unfair that the producer of fur for "my lady's Pleasure" should be given a vet fee advantage over the owner of a horse that gives pleasure to the fans in the grand stand or that the standardbred breeding farmer must pay more for treatment of his yearling crop than the "goat farmer" who lives next door.

The industry is respectfully requesting the Minister of Agriculture to review the pending policy

RECOMMENDATION

IT IS RECOMMENDED THAT THE MINISTER OF AGRICULTURE REVIEW THE PROPOSED POLICY AS IT RESPECTS VETERINARY SERVICES TO THE EQUINE SEGMENT OF THE INDUSTRY TO MAKE STANDARDBRED BREEDERS ELIGIBLE FOR THESE SERVICES AT THE SAME RATE(S) AS OTHER LIVESTOCK FARMS.

2.3

THE TRAINING CENTRE

Definition of Issue

A Training Centre is a complex of land, barns, paddocks, training track, employees quarters which is established for training yearlings, re-training and rehabilitating racing stock staffed by trained personnel including access to Veterinary services.

Rationale

Persons purchasing yearlings may require and/or desire expert training services in an "off track" location to prepare animals for racing careers.

Valuable animals that are staked in breeders stakes programs require the precise training and conditioning that will take them to the race track in peak condition and readiness.

Other animals that have been racing may require correction or rehabilitation in order to resume productive racing.

Owners in leading racing centres in Canada and the U.S.A. are increasingly committing valuable racing stock to the scientific development of the training centre. One such facility is located in Nova Scotia and is privately owned by Mr. Phil Pinkney sr. This is an agri-business related to the Standardbred Horse Industry. It generates employment on a full time basis for several full time employees and it purchase of supplies from local farmers, merchants, etc. provides a stimulus to the wider local economy.

RECOMMENDATION

IT IS RECOMMENDED THAT THE "TRAINING CENTRE CONCEPT" BE APPROVED AS AN APPROPRIATE "AGRI-BUSINESS" PROJECT AND THAT SUCH PROJECTS BE ELIGIBLE FOR FUNDING AS A BUSINESS.

2.4

STANDARDBRED BREEDERS ASSOCIATION

Definition and Rationale

The breeding segment of the industry feels a need to set up an organization not only to develop a statement of objectives , etc. for their own purposes but also to establish a unified voice to speak with other farmers and to the Department of Agriculture through access to the Annual Summer Policy Conference.

The Annual Policy Conference of the Department of Agriculture is a meeting held annually to discuss a series of policy issues of major concern to farmers.

The Conference involves the Minister of Agriculture, senior officials of the Department of Agriculture, representatives of all major farm organizations which make up the Federation of Agriculture, representatives of the Federation des Agriculteurs Francophone du Nouveau-Brunswick and others depending on the items to be discussed. The purpose is to address current industry problems and develop new policy directions.

There exists in New Brunswick a significant number of Standardbred breeding farms. There is a definible set of conditions common to them as a special group of livestock producers. It is essential that an association be established to lead this group of farmers into communication with other farmers and the Department of Agriculture.

RECOMMENDATION

IT IS RECOMMENDED THAT THE DEPARTMENT OF AGRICULTURE SUPPORT THE FORMATION OF A NEW BRUNSWICK STANDARDBRED BREEDERS ASSOCIATION AND THAT THIS ASSOCIATION HAVE ACCESS TO THE ANNUAL SUMMER POLICY CONFERENCE

2.5

4H CLUB PROGRAM FOR STANDARDBRED BREEDERS

Definition and Rationale

Many race horses at the tracks are there because members of families worked together to raise, train, and bring the animal to the starting gate. Other young people as they grew up have been motivated to become veterinarians through their contact with standardbred horses. -60-

It has been proposed that 4H Club experience would be an ideal developmental process for youth who are growing up in the standardbred milieux.

RECOMMENDATION

IT IS RECOMMENDED THAT YOUTH INTEREST IN THE STANDARDBRED HORSE INDUSTRY BE REFERRED TO THE PROVINCIAL 4H COUNCIL FOR ORGANIZATION AND DEVELOPMENT.

3.

CAPITAL FUNDS BANK

Definition of Issue:

A Capital Funds Bank would be a fund or line of credit set up by the Province of New Brunswick to be made available to the Harness Racing Industry for the upgrading, replacement, or establishment of Race Track facilities.

Rationale

"The race fans of today require more in the way of comfort and convenience to get them to the race track. The Government of Ontario has made funds available to race tracks to improve facilities. Tracks that have taken advantage of this program have seen a marked increase in wagering...." states Brian Morrell and Don Dalling in their brief to the Task Force. The reference to the policy of the Government of Ontario is described in 1986 report of the Ontario Racing Commission to the Minister of Consumer and Commercial Relations under the heading "The Racetracks Assistance Program as follows"

THE RACETRACKS ASSISTANCE PROGRAM

"The Racetracks Assistance Program is a controlled investment program by Ontario in racing and reflects the importance of this indigenous resource industry to the Province. More than $25 million will be invested in the racing industry over the next three years.

The Ontario Racing Commission will administer the Racetracks Assistance Program subject to the authority of the Ministry of Consumer and Commercial Relations.

The overall mandate of the program is to increase attendance at Ontario's 21 racetracks by promoting the public's awareness of horse racing as an attractive, modern entertainment and sport medium and by modernizing racing facilities to reflect the public's changing life styles and comfort expectations."

More and more people plan an evening out with a dinner served in a proper manner in an up to date facility. If this can be combined with racing, it will appeal to a new breed of fans.

Race tracks in Canada and the U.S.A. have added this dimension to their facilities and find a substantial increase in the fan support. Even without the dinner facility, fans refuse to sit in open grandstands exposed to the uncomfortable temperatures of New Brunswick spring and autumn weather.

From the questionnaire to fans at Fredericton, Saint John and Moncton specifically Fredericton has recorded 49% in favor of better facilities as a means of encouraging better attendance. 36% of Saint John fans opted for better facilities. The quality of facilities was not an issue in Moncton.

Better facilities attract more fans; more fans increase the wager; an increased wager produces more income for purses and revenue for government; larger purses mean full classes of better horses -- a better quality program.

It is proposed that $1,000,000 per year be budgeted and added to the fund by the Province for a 5 year period. Since Harness Racing is a recognized sport, it would be appropriate to earmark this money from the Province's share of Atlantic Lotto profits.

It is worth noting that the Province also realizes almost a million dollars annually from the combined tax sources related to Harness Racing (share of income tax of employees, property taxes, provincial sales tax, provincial amusement tax, provincial Pari-mutuel tax). A healthy, growing industry will generate new government revenue and expand employment.

RECOMMENDATION

IT IS RECOMMENDED THAT A CAPITAL FUNDS BANK FOR ESTABLISHING OR UPGRADING RACE TRACK FACILITIES BE ESTABLISHED. THE CFB WOULD PROVIDE SUPPORT FOR IMPROVEMENT OF FACILITIES THROUGH A SYSTEM OF:

(A) CAPITAL GRANTS

(B) LONG TERM LOAN GUARANTEES

(C) LOW INTEREST LOANS

(D) COMBINATION OF ABOVE

4.

ATLANTIC SIRES STAKES

Definition and Rationale

A stakes program is a program designed to provide purse enhancement through a fund established by breeders and owners who nominate eligible off spring of registered sires and keep them eligible through regular annual payments. The Atlantic Sire Stakes also has the financial support of Maritime Provincial Governments.

Rationale

One method of giving support to the breeding industry is to build a fund to enhance purses for a select group of horses. It usually involves 2 and 3 year old colts and fillies in each gait -- the pace and the trot.

The fund is built by the following: (a) the nomination of stallions usually at the rate of one breeding fee, (b) nomination of foals at the one, two and three year levels at a fee (c) government grants, and (d) investment income.

All of the fund except a minimum administration cost is available for purses. The money generated for purses in 1988 in the Maritime is a sum ".... approaching $1,000,000. Over 50% of that astronomical figure will be offered through the Atlantic Sires Stake program ...."

This stakes program has been a leader in the Maritimes and has combined with other stake programs to provide a significant motivation to the breeding industry, racing enjoyment, and the export of racing stock.

New Brunswick breeders have competed well with those of other Maritime Provinces. The potential for expansion here shows great promise.

RECOMMENDATION

IT IS RECOMMENDED THAT THE NEW BRUNSWICK BREEDERS AND THE GOVERNMENT OF NEW BRUNSWICK CONTINUE TO SUPPORT THE ATLANTIC SIRES STAKES PROGRAM.

5.

NEW BRUNSWICK STAKES PROGRAM

Definition and Rationale

It is suggested that breeders and owners within New Brunswick develop a provincial stake program. This program would supplement other stakes programs in the region and would provide an incentive for N.B. breeders.

It is suggested that a corporate sponsor be sought and that Government institute a system of breeders awards to further stimulate the breeding industry.

NOTE: While not printed as part of this report, a specific suggested plan is on file with the Task Force Secretary.

RECOMMENDATION

IT IS RECOMMENDED THAT DEVELOPMENT OF A NEW BRUNSWICK STAKES PROGRAM BE SUPPORTED BY THE PROVINCE.

6.

HOBBY HORSE OWNER

Definition of Issue

This term is used to describe an individual who owns, trains and perhaps drives his own racehorse(s). It is an "after work" or "weekend" kind of operation.

Rationale

The tradition of harness racing in the Maritimes rests very largely on the shoulders of the hobby horse owner. Hundreds of farmers kept a horse or two. Others with sufficient land for a paddock kept a horse. In most cases the care, training, even the racing of the horse was a family project. The family not only put a horse in harness but enthusiastic fans in the grand stand. The pride was built in through hours of work and the honesty and integrity of this family unit went to the gate every race.

This tradition led some hobby farmers to become breeders in their own right preserving and nurturing farm land. Many family farms still free of alders and providing lush pastures exist because of the hobby horseman.

The hobby horse owner is still the cornerstone of the racing industry. Few dashes on any race card will be without horses thus owned and trained. If we have small fields at many tracks, it is due to the decline of this unique owner type. The positive contributions by this group of horsemen are well known and include:

a) preserving and reclaiming farmland
b) assuring a steady supply of horses for race cards
c) bringing an enthusiastic and loyal support group of fans to the tracks
d) providing a cash market for products of other farmers (eg. hay, oats, other feeds)
e) creating a family participation image of honesty and integrity that attracts public support and applause
f) providing a broad based "subsidy" to the industry. Most hobby horsemen lose money

To maintain and broaden the hobby horse group, the Government of New Brunswick should initiate positive steps to:

a) lobby the Federal Government to continue the "hobby farm" provision in the Tax Act.
b) provide a livestock consultant in the Department of Agriculture.
c) keep veterinary services at a reasonable cost level.
d) help hobby farmers develop an association.

RECOMMENDATION

IT IS RECOMMENDED THAT THE DEPARTMENT OF AGRICULTURE MAKE SPECIAL EFFORTS TO SUPPORT THE STANDARDBRED HOBBY HORSE OWNERS THROUGH EXTENSION OF EXISTING SERVICES AND PROGRAMS eg. VETERINARY SERVICES, AND LOBBY THE FEDERAL GOVERNMENT FOR CONTINUATION OF TAX RELIEF FOR THE HOBBY FARMER. (RESTRICTED FARM LOSS).

7.

PURSES

Definition of Issue

The purse is the stated amount of money attached to a given dash on a racing card for which a class of horses competes. Normally, eight horses would compete with the first five finishers sharing the purse money.

Rationale

The Task Force agrees with the many presenters who have identified the purse as the key item in making the Harness Racing Industry a viable one. It is the purse money for which horses and drivers compete. This is where they earn the money that pays the bills down the line. The driver may earn a commission. The owner of a winner earns a paycheck. The owner pays the trainer and all the related expenses i.e. tack, farrier, transportation, etc. The owner needs the paycheck to offset his investment much of which is the purchase price of a horse be it yearling or aged horse. The breeder needs a market in potential owners to sell his farm product (yearlings) at a profit.

Most of the purse money comes from the race tracks share of the pari-mutuel wager. If the wager is high, the tracks share is greater and hence the purse can be larger. The wagering public hold the key to the well being of the racing industry. Racing fans responding to questionnaires indicated that better quality horses was one of the top priorities for improvement. It reflects on purses since there is a direct relationship between the quality of horses and the potential to earn.

Horsemen who responded to the questionnaire and the reasons for lack of growth in the industry identified low purses as the No. 1 reason. 48% of respondents gave higher purses for their reason for racing outside New Brunswick.

In response to the question of what can be done to improve racing in New Brunswick, the overwhelming answer was "better purses". For further information from fans and horsemen, see Appendix "A".

In terms of other jurisdictions, the purses have been identified as the key to rebuilding the sport. Whether through breeders awards, owners awards, track subsidy, or other means, Provinces and States that have assured a high level of purse money have seen the investment returned in higher income (taxes) from increased wagers.

Purses in New Brunswick are essentially the same size as those of twenty-five years ago. Most of the improvement in average purses in 1988 over 1963 can be attributed to sponsorships and stakes programs.

It is the firm position of this Task Force based on all of the input from the study that purses must be moved to a minimum of $1,000.

Several alternatives present themselves. Some are outlined as follows:

1. Direct a percentage of the lotto income to purses. When lottos were formed, the one business they hurt was harness racing. Many feel that a share of lotto income should be paid to harness racing as compensation. For comparisons of income see Table V.

2. Adopt an allowance system for New Brunswick bred horses up to five year olds.

3. Enter into a contract with Atlantic Lotto Corporation to develop and promote new lotto games that use race results to determine winning payoffs. This would give an immediate stimulus to wagering income by adding the "lotto game power and network" to the racetrack fan wager.

The Task Force believes that the best opportunity for purse enhancement - the key to giving new life to the whole industry - lies in finding a new additional market for this exciting sport. A cooperative arrangement with Atlantic Lotto Corporation would seem to hold the best promise for success.

By adopting a new approach successfully, the Province could secure present levels of employment and create hundreds of new jobs for New Brunswickers.

RECOMMENDATION

IT IS RECOMMENDED THAT A POLICY OF PURSE ENHANCEMENT BE INITIATED TO STIMULATE ALL PARTS OF THE INDUSTRY AND THAT DISCUSSIONS BE INITIATED IMMEDIATELY WITH ATLANTIC LOTTO CORPORATION TO STUDY AND DEVELOP A NEW APPROACH TO THE MARKETING OF THE HARNESS RACING SPORT.

8.

TRAINING PROGRAMS

Definition and Rationale

Specific areas for skill development are easily identified in relation to the harness horse industry. Present practitioners for the most part have learned their skills through an "apprentice" system. They "learned on the job". The system has served the industry very well. New Brunswick and Maritime horsemen (women) have become world leaders in the sport.

Notwithstanding past success, it is felt that courses should be in place to assist the "students" of today and the future to acquire the skills to earn an effective living in this industry.

New Brunswick has an effective community college and university service available to its citizens. Training programs could be set up for drivers, trainers, farriers, track officials, etc. while research facilities at the universities should be available to assist race track management.

Such programs would improve skills and thus the efficiency of practitioners at the track and enhance the image of harness racing in the eyes of the public.

RECOMMENDATION

IT IS RECOMMENDED THAT THE DEPARTMENT OF ADVANCED EDUCATION AND COMMUNITY COLLEGES ESTABLISH TRAINING PROGRAMS FOR OFFICIALS, DRIVERS, TRAINERS, FARRIERS, ETC. AND PROVIDE RESEARCH RESOURCES FOR RACE TRACK OPERATIONS.

9.

HALL OF FAME

Definition and Rationale

For a century New Brunswick horsemen and legendary horses have distinguished themselves in the sport of harness racing.

The N.B. Sports Hall of Fame has recognized two of these horsemen in the late Earle Avery of Woodstock and the late Ruffin Barrieau of Dieppe. The terms of reference of the Hall of Fame certainly includes the sport of harness racing. Some presenters suggest that so few members of the sport can be recognized by the Hall of Fame that it does not do justice to the "greats" of racing in New Brunswick. It is felt that some of the names of persons and some of the great horses are being forgotten.

RECOMMENDATION

IT IS RECOMMENDED THAT THE GOVERNMENT OF NEW BRUNSWICK IN CONCERT WITH THE NEW BRUNSWICK SPORTS HALL OF FAME AND APPROPRIATE STANDARDBRED ORGANIZATIONS DEVELOP A MECHANISM (HARNESS RACING HALL OF FAME) WHICH WOULD HONOUR OUTSTANDING BREEDERS, PROFESSIONAL HORSEMEN (MEN & WOMEN), INDUSTRY BUILDERS AND HORSES.

10.

EXHIBITION STATUS

Definition and Rationale

The Champlain Raceway was constructed and is operated by private enterprise. It is not operated in conjunction with any fair or exhibition. All other tracks in New Brunswick grew out of the "agricultural fair concept" which was very common in centres in the Province in the late 19th and early 20th centuries. In that early era farmers kept "driving horses" that became the basis for the early race competitions. Thus the partnership between fairs and racing was born and grew in New Brunswick.

Today fewer fairs are held and still fewer continue to hold harness races as a part of the fun side of the fair. Nevertheless harness racing is as much a part of the "fair" tradition as the "Merry-go-round."

Those Exhibitions that operate a daily harness racing schedule find it difficult to separate the numbers who come to the harness racing and stay for the fair or vice versa. The truth is probably a combination -- many people see it as a whole event.

Because of the complimentary nature of the two activities, the expectations of many visitors, and the advantages of mutual support, the Task Force favours the continued close relationship of Exhibitions and harness racing.

RECOMMENDATION

IT IS RECOMMENDED THAT THE PROVINCE OF NEW BRUNSWICK SUPPORT A PLAN FOR AN EXHIBITION STATUS AROUND CHAMPLAIN RACEWAY.

SUMMARY OF RECOMMENDATIONS OF
HARNESS RACING TASK FORCE

1. It is recommended that a New Brunswick Racing Commission be established.

1.1 It is recommended that a mechanism be established preferably under the Council of Maritime Premiers to ensure the fullest cooperation with New Brunswick Racing Commission and other Provincial Racing Commissions.

1.2 It is recommended that the number of racing dates in New Brunswick be reduced and that a "Meet Racing" approach be accommodated in the schedule. The final schedule shall be the responsibility of the NBRC in consultation with the race tracks of New Brunswick and racing authorities in Prince Edward Island and Nova Scotia.

1.3 It is recommended that the New Brunswick Racing Commission strongly encourage the reduction of the number of "Exotic Wagering Features" (does not include win, place, show, quinella, exactor, daily double) and that triactors be limited to full fields of high calibre class horses.

1.4 It is recommended that Inter-track Betting with audio and video, separate pool betting, simulcasting and teletheatre betting be continued or implemented as soon as legislation and/or other conditions permit.

1.5 It is recommended that the question of jurisdiction (CTA vs USTA) in New Brunswick be referred to the proposed N.B. Racing Commission for resolution.

1.6 It is recommended that the number of claimers be kept to a minimum and that "New Brunswick Breeds" be given a 25% allowance.

2. It is recommended that the breeders of standardbred horses be given recognition as bona fide farmers and be eligible for all services and all benefits extended to farmers. This support should include programs and services described in "Profarm" published under AFA 1987 with current amendments.

2.1 It is recommended that the administration of the standardbred horse industry remain within the Department of Agriculture and that a special liaison be established with the Department of Tourism for the marketing and promotion of the sport.

2.2 It is recommended that the Minister of Agriculture [illegible] the proposed policy as it respects veterinary services to the equine segment of the industry to make standardbred breeders eligible for these services at the same rate(s) as other livestock farms.

2.3 It is recommended that the "Training Centre Concept" be approved as an appropriate "Agri-Business project and that such projects be eligible for funding as a business.

2.4 It is recommended that the Department of Agriculture support the formation of a New Brunswick Standardbred Breeders Association and that this Association have access to the annual Summer Policy Conference.

2.5 It is recommended that youth interest in the Standardbred Horse Industry be referred to the Provincial 4H Council for organization and development.

3. It is recommended that a Capital Funds Bank for establishing or upgrading race track facilities be established. The CFB would provide support for improvement of facilities through a system of:

(a) Capital grants
(b) Long term loan guarantees
(c) Low interest loans
(d) Combination of above

4. It is recommended that the New Brunswick Breeders and the Government of New Brunswick continue to support the Atlantic Sires Stakes Program.

5. It is recommended that development of a New Brunswick Stakes Program be supported by the Province.

6. It is recommended that the Department of Agriculture make special efforts to support the Standardbred Hobby Horse Owners through extension of existing services and programs eg. veterinary services, and lobby the Federal Government for continuation of tax relief for the hobby farmer. (Restricted Farm Loss).

7. It is recommended that a policy of purse enhancement be initiated to stimulate all parts of the industry and that discussions be initiated immediately with Atlantic Lotto Corporation to study and develop a new approach to the marketing of the harness racing sport.

8. It is recommended that the Department of Advanced Education and Community Colleges establish training programs for officials, drivers, trainers, farriers, etc. and provide research resources for race track operations.

9. It is recommended that the Government of New Brunswick in concert with the New Brunswick Sports Hall of Fame and appropriate standardbred organizations develop a mechanism (Harness Racing Hall of Fame) which would honour outstanding breeders, professional horsemen (men & women), industry builders and horses.

10. It is recommended that the Province of New Brunswick support a plan for an exhibition status around Champlain Raceway.

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APPENDIX A

HARNESS RACING TASK FORCE

GENERAL PUBLIC QUESTIONNAIRE

1. How frequently have you attended races in the last twelve months?

_____ less than once a month
_____ once a month
_____ 2-3 times a month
_____ once a week
_____ 2-3 times a week
_____ almost every racing day

2. In a calendar year do you go to the races most frequently in:

_____ spring
_____ summer
_____ fall
_____ winter
_____ year long

3. When you were last at a racetrack, how much did you wager?

_____ I did not wager
_____ $ 2-$20
_____ $21-$40
_____ $41-$60
_____ $61-$80
_____ $ 81-$100
_____ $101-$150
_____ $151-$200
_____ over $200

4. What is your age?

_____ 16-20
_____ 21-30
_____ 31-40
_____ 41-50
_____ 51-60
_____ over 60

Sex: _____ Male _____ Female

5. Rate your most frequent wager. (Use #1 as your first choice)

_____ win
_____ place
_____ show
_____ triactor
_____ quinella
_____ exactor

6. If you purchase lottery tickets, in your opinion, is the payback higher, lower, or equal to that of a pari-mutuel wager?

_____ higher
_____ lower
_____ equal to

7. How much money, if any, did you last spend at the track for items such as a program, snacks and beverages?

$ _____

8. In general, what would you say are the two most important reasons that you attend harness racing?
   1) _____
   _____
   2) _____
   _____

9. Which of the following would encourage your attendance at the local track?
   _____ better facilities, i.e. grandstand
   _____ better concessions, i.e. food, beverage
   _____ better classes of horses
   _____ other, (please list) _____
   _____
   _____

10. Would you attend Sunday racing?
    _____ Yes _____ No

11. From which media source do you receive information?
    _____ radio
    _____ newspaper
    _____ television
    _____ other (specify) _____
    _____

12. Is the quality of judging at New Brunswick tracks, in your opinion, competent, fair and consistent?
    _____ Yes _____ No

13. Do you think the Department of Tourism should be more involved in harness racing?
    _____ Yes _____ No

14. Do you subscribe to any harness racing magazines or newspapers?
    _____ Yes _____ No

15. If there was a reduction in the number of live meets where you attend races, would you

_____ favor simulcasting races (broadcast live and shown on a large screen with the opportunity to wager on the broadcast race) to out of local tracks not operating a live meet at the time.

_____ favor simulcasting races from out of local tracks that were operating a live meet.

_____ favor simulcasting from N.B. tracks to other N.B. tracks that were not operating a live meet at the time.

_____ favor simulcasting from N.B. tracks to other N.B. tracks that were operating a live meet at the time.

_____ favor simulcasting of races from N.B. tracks to so-called betting theatres in N.B.

HARNESS RACING TASK FORCE

HORSEMEN QUESTIONNAIRE

1. Do you own any race horses?
_____ Yes _____ No

How many race horse(s) do you currently own?
_____ horse(s)

2. Do you train any race horses?
_____ Yes _____ No

How many race horses are in your care at the current time?
_____ horses

3. Do you drive any race horses?
_____ Yes _____ No

Do the race horses you drive (check one)
_____ belong to you?
_____ belong to someone else?
_____ do you drive both your own horses and other owners' horses?

4. Do you breed horses for harness racing?
_____ Yes _____ No

5. Did you make a profit from your race related enterprises (owning, training, racing, breeding) in 1987?
_____ Yes _____ No (Go to Question 6)

About how much did you profit from your race-related enterprises?
_____ less than 1000
_____ 1000 to 5000
_____ 5001 to 10000
_____ 10001 to 15000
_____ 15001 to 25000
_____ 25001 to 50000
_____ more than 50000

What was your most profitable race-related activity?
____ owning _____ driving
____ training _____ breeding

6. Is racing your principal source of income?
____ Yes _____ No

If no, what is your principal source of income? _____
_____

7. What is your age? _____

8. For how many years have you, or your family, been engaged in race-related enterprises (owning, training, driving or breeding) in New Brunswick? _____ years.

9. For how many years have you, personally, been engaged in race-related enterprises in New Brunswick? ____ years.

10. Do you expect to still be engaged in race-related enterprises in New Brunswick five years from now?
_____ Yes _____ No

If no, why not?_____
_____
_____

11. Of the dates that you raced in 1987, what number were:
____ at Saint John
____ at Fredericton
____ at Moncton
____ at Woodstock
____ outside New Brunswick

12. Do you race outside New Brunswick?
____ most of the time)
____ about half the time) - Go to question 13
____ less then half the time)
____ not at all

13. What is the most important reason why you race outside New Brunswick?
_____
_____
_____

14. What is the single most important problem facing New Brunswick's harness racing industry today?
_____
_____
_____

In your opinion, what is the solution, if any, to that problem?
_____
_____
_____

15. In your opinion, what is the best thing about New Brunswick's harness racing industry?

_____
_____
_____

16. What could be done to make racing in New Brunswick better for you?

_____
_____
_____
_____
_____
_____

17. Do you favour a racing commission for New Brunswick?
_____ Yes _____ No

18. Have you increased the number of owners/clients in the last three years?
_____ Yes _____ No

Explain. _____
_____
_____
_____

19. Are you in favour of circuit racing?
_____ Yes _____ No

20. What is the single most important change, overall, that should be made to the laws and rules that govern New Brunswick harness racing?

_____
_____
_____
_____

21. Do you feel that concurrent racing dates (head to head) at any two of New Brunswick's major tracks would help or hurt the harness racing industry as a whole?
_____ Help _____ Hurt

Why do you feel that way? _____
_____
_____

22. During 1987, meets held by the major tracks overlapped some of the racing dates at fairs (example Woodstock and Chatham) Did you race at either of these fair tracks?
_____ Yes _____ No

If not, why _____
_____
_____

23. If there was a reduction in the number of live meets where you attend races, would you:
____ favour simulcasting races (broadcast live and shown on a large screen with the opportunity to wager on the broadcast race) to out of local tracks not operating a live meet at the time.

____ favour simulcasting races from out of local tracks that were operating a live meet.

____ favour simulcasting from N.B. tracks to other N.B. tracks that were not operating a live meet at the time.

____ favour simulcasting from N.B. tracks to other N.B. tracks that were operating a live meet at the time.

____ favour simulcasting of races from N.B. tracks to so-called betting theatres in N.B.

24. What are the main reasons for the lack of growth in N.B. harness racing?

1) _____
2) _____
3) _____
4) _____
5) _____
_____

25. Do you buy lottery tickets?
_____ Yes _____ No

26. If winter racing dates were awarded exclusively to one track outside your area, would you:
_____ move your stable (_____ no. of horses) to that area
_____ truck your horses on race days
_____ not race at all